City of Fremont Initial Study

1. **Project**: Osgood Residences (PLN2015-00034)

2. **Lead Agency name and address (including e-mail address/fax no. as appropriate):**

   City of Fremont Community Development Department
   39550 Liberty Street, 1st Floor
   Fremont, CA 94538

3. **Lead Agency contact person:**

   Terry Wong, Associate Planner
   Phone: (510) 494-4456
   E-mail: twong@fremont.gov

4. **Project location:** 42111 & 42183 Osgood Road, Fremont, CA, 94539
   (APN: 525-339-4-8; 10)

5. **Project Sponsor's name and address:**

   Sanjeev Archarya (Shaivali Desia – main contact person)
   3255-2 Scott Boulevard, Suite 101
   Santa Clara, CA 95054
   Phone: (408) 630-0923
   E-mail: shaivali@siliconsage.com

6. **General Plan Land Use Designation:** Residential – Urban, 30-70+ Units per Acre

7. **Zoning:** R-3-27 and Transit Oriented Development (TOD) Overlay District

8. **Description of Project:**

   The proposed project is a Design Review and a Vesting Tentative Tract Map (No. 8210) for a 93-unit residential condominium building on a 1.6 acre site at 42111 and 42183 Osgood Road located in a Transit Oriented Development (TOD) district. The proposed subdivision would be accessed via a new looped drive way leading from Osgood Road into the property and providing access to the guest parking spaces along the exterior of the building as well as a parking garage that would be located on the first floor of the building. The site would include landscaping and patio areas in the rear portion of the site as wells as in three courtyards on the second floor that will function as common open space. All of the residences would be provided with a private balcony.

   The project would contain 20 different floor plans with 20 one-bedroom units; 44 two-bedroom units and 29 three-bedroom units. The condominiums would range in size from 774 to 1570 square feet of living space. All residences would be provided with one parking stall that would be located at-grade in a common parking garage. The project was designed to use a mechanical parking conveyor system which would stack vehicles (two in height) across the parking garage. Thirteen guest parking spaces would be provided along the main driveway on the north side of the building and three guest parking spaces would be located on the south side of the building. There would be 31 guest parking spaces available in the parking garage. The building's main entrance would have a lobby and lounge area that would be oriented to Osgood Road.

   The property is designated Residential-Urban in the General Plan, which requires a density of between 30 and 70 dwelling units per acre (du/acre). The proposed project has a density of 58 du/acre. The property is currently zoned R-3-27, Multifamily Residence District and is also located in a Transit Oriented Development (TOD) Overlay District, which is intended to facilitate higher density housing in proximity to transit (BART). A project located in a TOD overlay district requires a Design Review process with approval by the Planning Commission.

9. Surrounding Land Uses and Setting:

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, and a detached workshop and shed, all of which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used as an orchard. Currently, the majority of the project site is fallow soil. There are 13 trees located on the site, including four fruit trees. Under the City's Tree Preservation Ordinance, eight of the trees are private protected trees, based on their circumference, and they include four coast redwoods, one coast live oak, one canary island date palm, one tree of heaven, and one elderberry.

The site is bounded by Osgood Road to the east, a flood control channel and two sets of railroad tracks to the west with single-family residences beyond. There are industrial buildings located to the north and east. There is a concrete flood control channel to the south with both single family residences and industrial buildings beyond. Osgood Road is a four-lane arterial road with a median island in front of the project site. The proposed development would be accessed via two new driveways that would be located directly off Osgood Road approximately 815 feet north of the intersection of Osgood and Blacow Roads.

The surrounding properties are developed with either one- or two-story structures, and primarily designated Residential – Urban, allowing 30-70 dwelling units per acre in the General Plan. There is a row (five) single-family homes located along Osgood Road to the south of the subject site that have a General Plan designation of 2.3-8.7 dwelling units per acre; however, these homes are surrounded by land designated Residential – Urban. There are large industrial buildings to the north and south of the project site which are also designed Residential – Urban. The project site and most of the lands in the vicinity are located in a Transit Oriented Overlay (TOD) district which requires a minimum of 50 dwelling units per acre. As previously mentioned, the project site is relatively narrow which necessitated a five story building (four residential floors above an at-grade parking garage.

10. Congestion Management Program - Land Use Analysis: The project analysis must be submitted to the Alameda County Congestion Management Agency for review if "Yes" to any of the following:

	YES	**X**	NO	This project includes a request for a General Plan Amendment. If yes, send appropriate forms to Alameda County Congestion Management Agency.
	YES	**X**	NO	A Notice of Preparation is being prepared for this project.
	YES	**X**	NO	An Environmental Impact Report is being prepared.

11. Other Public Agencies Requiring Approval: Alameda County Flood Control District (ACFCD), Alameda County Water District (ACWD), Union Sanitary District (USD)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The following list indicates the environmental factors that would be potentially affected by this project. Those factors that are indicated as a "Potentially Significant Impact" in the initial study checklist are labeled "PS" while those factors that are indicated as a "Potentially Significant Unless Mitigation Incorporated" are labeled "M".

	Aesthetics		Agriculture and Forest Resources	**M**	Air Quality
M	Biological Resources	**M**	Cultural Resources		Geology / Soils
M	Hazards & Hazardous Material		Hydrology / Water Quality		Land Use / Planning
	Greenhouse Gas Emissions		Mineral Resources	**M**	Noise
	Population / Housing		Public Services		Recreation
	Transportation / Traffic		Utilities / Service Systems		Mandatory Findings of Significance

PREVIOUS ENVIRONMENTAL ANALYSES: None

DETERMINATION BY THE CITY OF FREMONT:

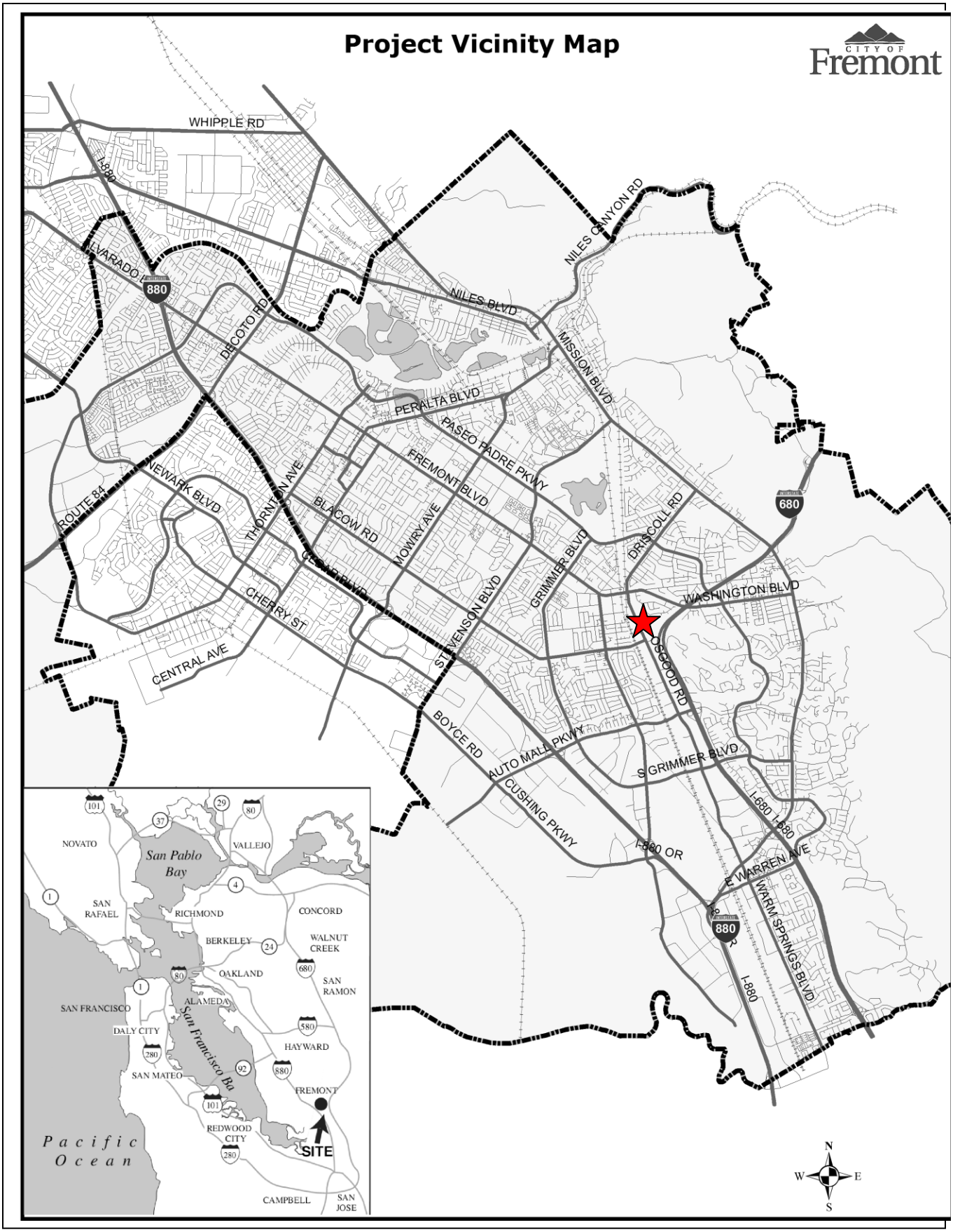
On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: 2/19/15

Printed Name: Terry Wong For: City of Fremont

Principal Planner Review: _____


Project Vicinity Map
CITY OF Fremont
WHIPPLE RD
I-880
ALVARADO
880
DECOTO RD
NILES CANYON RD
NILES BLVD
MISSION BLVD
PERALTA BLVD
PASEO PADRE PKWY
FREMONT BLVD
NEWARK BLVD
ROUTE 84
THORNTON AVE
BLACOW RD
MOWRY AVE
CESAR CHAVEZ
CHERRY ST
CENTRAL AVE
STEVENSON BLVD
GRIMMER BLVD
DRISCOLL RD
680
WASHINGTON BLVD
OSGOOD RD
BOYCE RD
AUTO MALL PKWY
CUSHING PKWY
S GRIMMER BLVD
I-680 I-880
I-880 OR
E WARREN AVE
WARM SPRINGS BLVD
I-880
880
NOVATO
San Pablo Bay
VALLEJO
SAN RAFAEL
RICHMOND
CONCORD
BERKELEY
WALNUT CREEK
OAKLAND
SAN RAMON
SAN FRANCISCO
ALAMEDA
San Francisco Ba
DALY CITY
HAYWARD
SAN MATEO
FREMONT
REDWOOD CITY
SITE
Pacific Ocean
CAMPBELL
SAN JOSE
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I. AESTHETICS - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Have a substantial adverse effect on a scenic vista?			X		1, 8, 11
b	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	1, 8, 11
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			X		1, 8, 11
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		1, 8, 11

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used as an orchard and agricultural field. Currently, the majority of the project site is fallow soil. There are 13 trees located on the site, including four fruit trees. Eight of the trees are private protected trees and they include four coast redwoods, one coast live oak, one canary island date palm, one tree of heaven, and one elderberry.

Regulatory Framework

Local regulations that pertain to the proposed project related to aesthetics include:

- City of Fremont General Plan Community Character Chapter (adopted December 2011)
- City of Fremont Municipal Code, Title 18, Planning and Zoning (Reformatted October 2012)

Discussion/Conclusion/Mitigation

a-b) Would the project have a substantial adverse effect on a scenic vista? b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The General Plan does not identify any scenic resources in the vicinity of the project site and it is not located along a designated scenic corridor or highway.

There are nine private protected trees and four fruit trees on the site that would be removed as part of the project, but none of these trees are considered to be scenic resources or landmark trees, and the applicant will be required to replace each tree being removed in accordance with the 1:1 replacement requirement of the City's Tree Preservation Ordinance to the satisfaction of the City Landscape Architect. The proposed project includes new landscaping and trees throughout the project site. The proposed landscape plan will enhance, rather than impact, the appearance of the site from Osgood Road. Impacts from the construction of the project on scenic resources would be less than significant and no additional mitigation is required.

Potential Impact: Less than Significant
Mitigation: None Required

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Much of the project site is undeveloped and has not been maintained resulting in overgrown weeds and shrubs. The property contains a one-story single-family home with a detached accessory structure. Because the project site is relatively narrow: 168-feet of street frontage and 195-feet along rear property line, the proposed building would be relatively narrow: Primarily 90-feet and widening to 116 feet at the rear of the site. The project required a Fire Department access road along both the north and south property lines, which also shaped the building. Most of the private open space (balconies) were integrated into the building in order to provide privacy to the residents. There would be a significant setback of 69-feet from the nearest adjacent home to the south of the subject property and 216-feet from the nearest residence located to the west. The separation would reduce impacts to the privacy of these neighbors and also help to minimize the visual impacts that could result from the additional height of the proposed units on the adjacent properties. The project is located in a TOD District outlined in the General Plan, which anticipated higher density and taller residential buildings in this area consistent with the designation. Impacts to aesthetics as a result of higher density, taller infill residential were anticipated and analyzed in the General Plan EIR. As such, the project would not significantly degrade the visual character of the site or its surroundings or adversely impact the privacy of the neighboring properties, and no mitigation is required.

Potential Impact: Less Than Significant
Mitigation: None Required

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site is currently largely vacant, with only one existing single-family dwelling to remain on the property; therefore, construction of the proposed project would result in new sources of light from the proposed homes. The City's Zoning Ordinance requires that all exterior light sources be designed so as not to create significant glare on adjacent properties through the use of concealed source and/or downcast light fixtures. Additionally, existing and proposed landscaping and trees would further reduce the impact of new lighting on the site at the ground level. Existing industrial buildings to the north and south would not be significantly impacted by a new light source as they would be occupied primarily during the day. Compliance with the exterior lighting requirements of the Zoning Ordinance will result in the project's having no significant lighting or glare impacts on adjacent properties, and no mitigation is required.

Potential Impact: Less than Significant
Mitigation: None Required

II. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland are significant environmental effects. Lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and Forest Carbon Measurement Methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	1, 8, 20
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	1, 8, 20
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?				X	N/A
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				X	N/A
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	N/A

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The site is surrounded by urban development including residential and light industrial uses. The property was historically used as an orchard and agricultural field, but has been designated and zoned for urban development, specifically higher density residential uses in proximity to transit. Currently, the majority of the project site is fallow soil. There are 13 trees located on the site, including four fruit trees. Eight of the trees are private protected trees and they include four coast redwoods, one coast live oak, one canary island date palm, one tree of heaven, and one elderberry.

Regulatory Framework

State and local regulations that pertain to the proposed project related to agriculture and forest resources include:

- City of Fremont General Plan Conservation Chapter
- California Department of Conservation, Alameda County Farmland Map-Access via URL: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/ala10.pdf

Discussion/Conclusion/Mitigation

a) Would the proposed project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

According to the California Department of Conservation's 2010 Alameda County Farmland Map, the site is not Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Therefore, no impact to such lands would result from the project.

Potential Impact: No Impact
Mitigation: None Required

b-e) Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract? Would the proposed project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)? Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use? Would the proposed project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The project site was historically developed as an orchard; however, farming has not occurred on the site or in the vicinity for many years. As shown on the California Department of Conservation's 2010 Alameda County Farmland Map, the site is classified as "urban and built-up land." Furthermore, there are no agriculturally-zoned lands or existing Williamson Act contracts in the project area. In addition, the project would not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no agricultural resource or forest resource impacts would result from the development of the project, and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Conflict with or obstruct implementation of any applicable air quality plan?			X		1, 21, 22
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		1, 21, 22
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X		1, 21, 22
d.	Expose sensitive receptors to substantial pollutant concentrations?		X			1, 3, 6, 21, 22
e.	Create objectionable odors affecting a substantial number of people?				X	1, 3, 6

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The site is bounded to the east by Osgood Road and to the west by the Union Pacific Railroad (UPPR). The site is located approximately 1,300 or more feet from Interstate 680.

Regulatory Framework

Federal, state and local regulations that pertain to the proposed project related to air quality include:

- City of Fremont General Plan Conservation Chapter (Air Quality)
- Clean Air Plan: The City of Fremont uses the guidance established by the Bay Area Air Quality Management District (BAAQMD) to assess air quality impacts associated with project construction and operation based on criteria pollutants contained in the adopted *Clean Air Plan*. The *Clean Air Plan* focuses on improvement of air quality throughout the basin. A network of BAAQMD monitoring stations continually measures the ambient concentrations of these pollutants for reporting purposes. The closest such monitoring station is No. 1014 located at 40733 Chapel Way in Fremont. Ozone precursors and particulate matter are the primary air pollutants of concern for development projects. These include reactive organic gases (ROG), nitrous oxides (NOx), and particulate matter (PM_{10} and $PM_{2.5}$). Thresholds are whether a project would exceed the emissions of 10 tons per year or 54 lbs. per day for ozone precursors.
- Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines

Discussion/Conclusion/Mitigation

a-c) Would the project conflict with or obstruct implementation of any applicable air quality plan? Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

In formulating its compliance strategies, the Bay Area Air Quality Management District (BAAQMD) relies on planned land uses established by local general plans. When a project is proposed in a jurisdiction with a general plan in a manner consistent with that general plan, then it is also considered to be consistent with BAAQMD's *Clean Air Plan*. The project, at a proposed net density of 58.1 units per acre, would be consistent with the City of Fremont's General Plan land use designation for the property of Residential – Urban 30-70 Dwelling Units per Acre. The project site has been designated for higher density housing and was also identified in the City's 2009 Housing Element and Land Inventory as a Housing Site. The project is consistent with the General Plan and was analyzed in the 2010 General Plan EIR as a housing site and therefore is considered consistent with the *Clean Air Plan.*

A Toxic Air Contaminant and GHG Emission Assessment was prepared for the site. This analysis of potential impacts resulting from criteria pollutants uses the Bay Area Air Quality Management District (BAAQMD) significance thresholds adopted in June 2010 and also the size screening criteria to determine whether land use projects could result in significant air pollutant emissions. The project proposes 93 new attached townhomes, which is well below the BAAQMD's screening criteria for projects that could have a potentially significant effect on the environment in relation to the emission of operational criteria pollutants and construction related pollutants.

	Pollutant Screening Size			
Land Use	Operational Criteria Pollutant Screening Size	Construction-Related Screening Size	Project	Above Screening Level?
Condo/Townhouse, General	451 units	240 units	93 new residential condominiums	No

As such, the project would not result in the generation of operational or construction-related criteria air pollutants and/or precursors that would exceed BAAQMD thresholds of significance. Operation of the proposed project would therefore result in a less-than-significant cumulative impact to air quality. The project would be consistent with the Congestion Management Program and would not contribute substantially to an existing or projected air quality violation.

Potential Impact: Less Than Significant
Mitigation: None Required

d-e) Would the project expose sensitive receptors to substantial pollutant concentrations? Would the project create objectionable odors affecting a substantial number of people?

The temporary effects of grading and construction activities could cause airborne dust during construction of the project which could pose a nuisance to the adjacent residences and businesses if not managed through dust control methods. However, these impacts would be of a temporary duration, and implementation of Mitigation Measure Air-1, below, would reduce the impacts to a less-than-significant level.

Potential Impact: Less than Significant Impact with Mitigation Incorporated
Mitigation Measure Air-1: *Prior to the issuance of a grading and/or building permit, whichever occurs first, the following best management practices shall be included in a dust control plan to limit particulate matter (fugitive dust emissions) and noted on construction plans with the contact information for a designated crewmember who will oversee the on-site implementation of the plan:*

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the City of Fremont regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Toxic Air Contaminants (TAC) Impacts
A Community health risk assessment also was prepared, which examined substantial sources of TACs, such as roadways, rail lines, and stationary sources, located within 1,000 feet of the project site. The project site is located along Osgood Road, which has an average daily traffic volume of

less than 10,000 vehicles per day. Based on BAAQMD guidance, roadways with less than 10,000 vehicles per day do not pose a significant risk to project residences. Rail emissions from the nearby UPRR line were also calculated and evaluated for potential cancer risk to sensitive receptors. The increased cancer risk was computed at 5.6 in one million, which is below the community risk threshold of significance established by Fremont. The analysis for combined sources also found the cancer risk to be below established thresholds, thus potential impacts would be less than significant and no mitigation is required.

Potential Impact: Less Than Significant
Mitigation: None Required

As a sensitive residential receptor, the project would not generate objectionable odors, nor would it be located within a mile of an odor-generating land use.

IV. BIOLOGICAL RESOURCES - Would the project:

	ISSUES:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X			1, 8, C
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	1, 8, C
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	1, 8, C
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			1, 8, C
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X			1, 3, 8, C
.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	1, 8, C

Historic

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used as an orchard and agricultural field. Currently, the

majority of the project site is fallow soil. There are 13 trees located on the site, including four fruit trees. Eight of the trees are private protected trees and they include four coast redwoods, one coast live oak, one canary island date palm, one tree of heaven, and one elderberry. The conditions of the trees range from poor to good.

Regulatory Framework

Federal, state, and local regulations that pertain to the proposed project related to biological resources include:

- City of Fremont General Plan, Conservation Chapter
- City of Fremont Tree Preservation Ordinance
- Federal Migratory Bird Treaty Act
- California Department of Fish and Wildlife Code
- U.S. Fish and Wildlife Service laws and requirements
- Alameda County Flood Control District laws and requirements

Discussion/Conclusion/Mitigation

a-c) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site is mostly fallow soil, with one single-family dwelling, a detached workshop and shed, and associated paving for vehicular access occupying the property. Because the majority of the site has been vacant and primarily undisturbed for the last several years, it is possible that it now contains suitable habitat for burrowing owls. To avoid impacts to burrowing owls or their habitat, the following mitigation shall be required:

Potential Impact: Less than Significant with Mitigation Incorporated

Mitigation Measure Bio-1: *To mitigate any potential impact to future occupation of the site by burrowing owls, the following measures shall be shall be incorporated into the project conditions of approval and written into the construction drawings:*

a) No more than 30 days prior to the start of construction activity, a focused survey for burrowing owls shall be conducted by a qualified biologist, in accordance with the most recent version of the California Department of Fish and Game (CDFG) protocol to identify active burrows on and within 250 feet of all construction and staging areas. The preconstruction surveys shall be conducted regardless of the time of year in which construction occurs. If there is a gap of more than 30 days in project activity in an undisturbed construction area, the area shall be re-surveyed prior to the recommencement of activity. Prior to the commencement of construction after the survey, a written verification by the biologist of the survey result shall be submitted to the City. If no occupied burrows are found in the survey area, no further action is necessary.

b) In addition to preconstruction surveys, the contractor, in consultation with a biologist, shall provide an educational presentation for job site construction workers that explains and identifies burrowing owl considerations so as to avoid other accidental incidents when a biologist is not present. Written verification of participation in an educational program shall be provided by the biologist prior to initial commencement of work on the site and signs or posters shall be maintained on site in a prominent location visible to workers that identify burrowing owls.

c) If occupied burrows are found in the survey area, on-site passive relocation techniques (e.g., one-way doors) may be used to encourage owls to move to alternative burrows outside of the impact area. Notification shall be given to the City upon discovery. A protection plan shall be prepared by the biologist and submitted for City review. Relocation or disturbance of owls cannot occur during the nesting season (April through August). A qualified biologist may verify through non-invasive methods that the burrow is no longer occupied and prevention measures may then be incorporated to prevent reoccupation during the nesting season.

d) If a burrow is occupied during the nesting season, impacts shall be avoided by establishing a 250 foot buffer around the burrow where no activity shall occur. The size of the buffer area may be adjusted if a qualified biologist determines it would not be likely to have adverse effects on the burrow. No project activity shall commence within the buffer area until the nesting season has ended, or a qualified biologist confirms that the burrow is no longer occupied or that the young have fledged.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

There are several existing trees on the project site that could provide suitable nesting habitat for some species of native birds. Removal of any trees containing active bird nests could result in the abandonment of the nesting effort and, thus, pose a potentially significant impact on migratory birds. Active bird nests are protected by the federal Migratory Bird Treaty Act and the California Department of Fish and Wildlife. Implementation of Mitigation Measure Bio-2, below, would reduce impacts to any nesting birds to a less-than-significant level.

Potential Impact: Less than Significant Impact with Mitigation Incorporated
Mitigation Measure Bio-2: *If project-related activities are scheduled to occur during the nesting season (February 1 through August 31 for protected raptors and migratory birds), a focused survey of the work area for active nests of such birds shall be conducted by a qualified biologist within 15 days prior to the beginning of any project-related activities. If a lapse in project-related work of 15 days or longer occurs during the nesting season, another survey shall be required before project work can be reinitiated. If an active nest is found, the applicant or developer shall establish a buffer area that surrounds the nest location. The width of the buffer shall be determined by the survey biologist and shall be dependent on the location of the nest and the affected species. No project-related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the City of Fremont Planning Manager upon receipt of the biologist's recommendation.*

e-f) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Would the project conflict with

the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The arborist report identified a total of 13 trees on the site, all of which are proposed for removal. Four of the trees are fruit trees, which are not protected under the City's Tree Preservation Ordinance and are therefore exempt from any permit requirements or mitigation for removal. Nine of the trees have diameters of six inches or more and therefore are considered protected trees under the tree Preservation Ordinance. Protected trees would require authorization for removal from the City's landscape architect. The Tree Preservation Ordinance further requires tree replacement for every tree removed. The City's Landscape Architecture Division has reviewed the project plans, including the proposed tree removal and replacement plans, and has authorized the removal of the trees. The applicant has proposed a landscape plan that provides tree replacement in accordance with and as specified within the City's Tree Preservation Ordinance.

Development of the project site as proposed would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, as none exist that affect the area.

V. CULTURAL RESOURCES - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.57?			X		1, 28, 29
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			1, 28, 29
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			1, 28, 29
d.	Disturb any human remains, including those interred outside of formal cemeteries?			X		1, 28, 29

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) previously contained a pallet storage yard and for that reason the easterly portion of the site is paved. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used as an orchard and agricultural field. Currently, the majority of the project site is fallow soil. There are 13 trees located on the site, including four fruit trees. To the south and east of the site are flood channels and further east the UPRR Railroad line.

Regulatory Framework

State and local regulations that pertain to the proposed project related to cultural resources include:

- City of Fremont General Plan Land Use Chapter (Historic Resources)
- Fremont Municipal Code, Title 18, Planning and Zoning (Reformatted October 2012), Section 18.175 Historic Resource

Discussion/Conclusion/Mitigation

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.57?

The project site contains a one-story single-family wood frame house. It is a ranch style house constructed in 1952. The house and two associated outbuildings were evaluated by staff's historical architectural consultant and it was determined they have no historical significance.

b-d) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Would the project disturb any human remains, including those interred outside of formal cemeteries?

The project site is not known to contain any archaeological or paleontological resources. However, there is a possibility that unrecorded resources exist on the site which could be unearthed during grading activities or other site disturbance activities. Implementation of Mitigation Measure Cult-1, below, would reduce any potential impacts to such resources to a less-than-significant level:

Potential Impact: Less than Significant Impact with Mitigation Incorporated
Mitigation Measure Cult-1: *If any archaeological or paleontological resources or human remains are encountered during grading or site disturbance, the following measures shall be implemented:*

- *All work shall cease within a 200-foot radius of the discovery until it can be evaluated by a qualified archaeologist. Work shall not continue until the archaeologist conducts sufficient research and data collection to make a determination as to the significance of the resource. If the resource is determined to be significant and mitigation is required, the first priority shall be avoidance and preservation of the resource. If avoidance is not feasible, an alternative archaeological management plan shall be prepared that may include excavation. All excavation and monitoring activities shall be conducted in accordance with the prevailing professional standards, as outlined in the CEQA Guidelines, the California Office of Historic Preservation, and the applicable sections of the Public Resources Code.*
- *If human remains are discovered, the following steps shall be taken:*
    - *No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the Alameda County Coroner's office is notified as required by state law.*
    - *If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Commission shall identify the person(s) it believes to be the most likely descendent from the deceased Native American. And the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 097.98.*
- *Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:*
    - *The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified; or the descendent identified fails to make a recommendation; or the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*

VI. GEOLOGY AND SOILS - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		1, 5, 6, D
	ii) Strong seismic ground shaking?			X		1, 5, 6, D
	iii) Seismic-related ground failure, including liquefaction?			X		1, 5, 6, D
	iv) Landslides?				X	1, 5, 6, D
b.	Result in substantial soil erosion or the loss of topsoil?		X			1, 5, 6, 8, D
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?			X		1, 5, 6, D
d.	Be located on expansive soil, as defined in California Building Code, creating substantial risks to life or property?				X	1, 5, 6, D
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	N/A

Environmental Setting:

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The structures were analyzed and determined to have no historic significance. The property was historically used as an orchard and agricultural field. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees. Eight of the trees are private protected trees and they include four coast redwoods, one coast live oak, one canary island date palm, one tree of heaven, and one elderberry.

The City of Fremont is subject to fault rupture and related seismic shaking from several faults in the area; however, according to the 2004 State of Geologic and Seismic Hazard Zones map, the project site is not located in an area susceptible to earthquake-induced liquefaction. Furthermore, as with any land in the San Francisco Bay Area, the project site could be subject to strong shaking during a major seismic event along one of the faults located in Northern California.

Regulatory Framework

State and local regulations that pertain to the proposed project related to geology and soils include:

- City of Fremont General Plan Safety Chapter (Seismic and Geologic Hazards)
- City of Fremont Municipal Code (Building Safety)
- 2010 California Building Code

Discussion/Conclusion/Mitigation

a-e) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving a major seismic event? Would the project result in substantial soil erosion or the loss of topsoil? Would the project be located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse? Would the project be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property?

A Phase 1 environmental site assessment (ESA) was prepared by Piers Environmental Services on June 3, 2014. The analysis stated that the subject property was used for agricultural activities and recommended that the soil be tested. Because of the farming activities that occurred on the site, the report recommended that surficial soil samples be collected within the site to be assessed for the presence of pesticides associated with agricultural activities that have been conducted on the site. Because the site contains a house that was built in 1952, the ESA recommended the soil be tested for asbestos and lead that would be contained in the house paint. A Phase II ESA was prepared by Silicon Valley Soil Engineering on December 11, 2014, and it determined that the soil did not contain any hazardous materials including asbestos, lead or mercury. The Study did provide recommendations for excavation and fill during grading of the site, which includes placing soil excavated from the eastern portion of the site in the fill area of the proposed driveway area and capping with 12 inches of approved import or on-site soil material. With incorporation of this recommendation, potential impacts resulting from soil erosion or grading would be reduced to less than significant.

The project site has a low potential for liquefaction during a significant seismic event, and low post-construction consolidation settlement potential. All proposed structures must be designed in conformance with geotechnical and soil stability standards as required by the 2010 California Building Code (CBC). Conformance to the recommendations of the geotechnical report and all applicable 2010 CBC standards would reduce safety impacts to the dwellings and their occupants to a less-than-significant level. Additionally, an erosion control plan would be required with plans submitted for grading and/or building permits to ensure that the project would not result in substantial soil erosion or loss of topsoil during grading and construction activities. As such, impacts associated with geology and soils would be less than significant, and no mitigation is required.

Potential Impact: Potentially Significant Unless Mitigated
Mitigation: *Mitigation Measure Geology-1 (Same mitigation as in Haz-1)*
With mitigation measures, the project would not expose the public to environmental hazards during ground-disturbing activities that would occur during the development of the project. The developer shall place the top 18 inches of soil excavated from the eastern portion of the site in the fill area of the proposed driveway area and cap with 12 inches of approved import or on-site soil material. Further Best Management Practices shall be included during the grading of the site and a representative from Silicon Valley Soil Engineering shall be present during the commencement and throughout the grading operation of the site.

VII. GREENHOUSE GAS EMISSIONS - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 3, 8, 21, 22, 23
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				X	1, 3, 8, 21, 22, 23

Environmental Setting

With the passage of the Global Warming Solutions Act of 2006 (Assembly Bill 32), the State of California acknowledged the role of greenhouse gases (GHG) in global warming and took action to reduce GHG emission levels. AB 32 set a statewide goal of reducing GHG emissions to 1990 levels by the year 2020. In doing so, it contemplated economic expansion and growth of population to 44 million people by 2020. It also called for the State's Air Resources Board (CARB) to prepare a Scoping Plan encompassing all major sectors of GHG emissions for achieving reductions consistent with AB 32's goals. The Scoping Plan, adopted in December 2008, creates an overarching framework for meeting the GHG reduction goal of returning to 1990 emissions levels by 2020.

GHG analysis uses carbon dioxide equivalents (CO2e), measured in metric tons, to adjust for the different warming potential of a wide range of greenhouse gases, not just exclusively CO2. The State 2005 GHG emission inventory was 479 million metrics tons of CO2e. CARB projected that under business-as-usual conditions (no reduction effort) GHG emissions would grow to 596.4 million metric tons of CO2e by the year 2020. According to the Scoping Plan, reducing GHG emissions to 1990 levels requires cutting approximately 30 percent from the business-as-usual emission levels projected for 2020, or about 15 percent from 2010 levels. The target amount for the 2020 goal is an emission level of no more than 427 million metric tons of CO2e (the 1990 levels). On a per capita basis, this means reducing current annual emissions of 14 tons of CO2e for every person in California down to about 10 tons per person by 2020. The City of Fremont GHG emission inventory estimate for 2010 was 1.99 million metric tons with a service population of jobs and residents of 304,489.

Regulatory Framework

State and local regulations that pertain to the proposed project related to GHG emissions include:

- City of Fremont General Plan Sustainability and Conservation Chapters
- State Assembly Bill (AB) 32
- California Green Building Code (Mandatory)

Discussion/Conclusion/Mitigation

a-b) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Because of the broad context and setting of the potential impacts of contributing to global climate change, the assessment of project-level emissions looks at whether a project's emissions would significantly affect the ability of the State to reach its AB 32 goals. This is identified within the

City's General Plan Conservation Chapter and certified EIR as the context for reviewing project effects and global climate changes. The General Plan EIR established analysis considering the projected increase in emissions from new growth through the year 2020.

The BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating the potential impacts of greenhouse gas (GHG) emissions from land use projects. BAAQMD thresholds were developed specifically for the Bay Area after considering the latest GHG inventory and the effects of AB 32 Scoping Plan measures that would reduce regional emissions. The BAAQMD intends to achieve GHG reductions from new land use projects to close the gap between projected regional emissions with AB 32 scoping plan measures and AB 32 targets. The BAAQMD suggests applying GHG efficiency thresholds to projects with emissions of 1,100 MT of CO2e/year or greater per year. Projects that have emissions below 1,100 MT of CO2e/year are considered to have less than significant GHG emissions. A Toxic Air Contaminant and GHG Emission Assessment was prepared for the site. The Emissions Summary showed that the93 new condominiums would not generate operational GHG emissions in excess of 1,100 MT of CO2e/year threshold of significance for projects other than stationary sources.

Projects below the screening criteria are considered as having less than significant GHG emissions. Since the screening criteria are met, the project would result in a less-than-significant impact to global climate change and would not hinder or delay the ability of the State to reach the goal levels set forth in AB 32. Furthermore, the project is consistent with General Plan goals and policies to reduce the effects related to global climate change including Land Use Policy 2-3.4 that supports infill development and Land Use Policy 3-1.7 that requires sidewalks in all new development.

Potential Impact: Less than Significant
Mitigation: None Required

VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X			1, 6, 7, E
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X			1, 6, 7, E
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X			1, 3, E
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X			1, 18, E
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	N/A

f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	N/A
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	1, 6, 7
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	N/A

Environmental Setting:
The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The property was historically used as an orchard and agricultural field. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees. The nearest residences are located to the south and west of the project site, and the nearest school (Grimmer Elementary) is located approximately 2.23 miles away to the southwest.

Regulatory Framework
State and local regulations that pertain to the proposed project related to hazards and hazardous materials include:

- City of Fremont General Plan Land Use and Safety Chapters
- City of Fremont Fire Code

Discussion/Conclusion/Mitigation

a-c) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

A Phase 1 environmental site assessment (ESA) was prepared by Piers Environmental Services on June 3, 2014. The analysis stated that the subject property had been used for agricultural activities and recommended that the soil be tested. Because of the farming activities that had occurred on the site, the report recommended that surficial soil samples be collected within the site to be assessed for the presence of pesticides associated with agricultural activities that have been conducted on the site. Because the site contains a house that was built in 1952, the ESA also recommended the soil be tested for asbestos and lead that could be contained in the house paint. The analysis rev no evidence of recognized environmental conditions (RECs) — i.e. conditions that would indicate the presence or likely presence of any hazardous substances under conditions that indicate some kind of release or material threat of release into structures on the property or into the ground, ground water, or surface water of the property—associated with the property. The assessment identified one area of concern, which was the prior use of the property for agricultures, which implies the use of fertilizer and pesticides. Because the property is to be used for residential purposes, a Phase II was recommended to evaluate the presence of agricultural chemicals in the soil.

A Phase II ESA was prepared by Silicon Valley Soil Engineering on December 11, 2014, and it determined that the soil did not contain any hazardous materials including asbestos, lead or mercury in concentrations that could be harmful to human health. The ESA did recommend measures to further reduce impacts including during grading, placing the top 18 inches of soil excavated from the eastern portion of the site in the fill area of the proposed driveway area and capped with 12 inches of approved import or on-site soil material. Further Best Management Practices should be followed during the grading of the site and a representative from Silicon Valley Soil Engineering should be present during the commencement and throughout the grading operation of the site.

Potential Impact: Less than Significant Impact with Mitigation Incorporated
Mitigation: ***Mitigation Measure Haz-1:***
With mitigation measures, the project would not expose the public to environmental hazards during ground-disturbing activities that would occur during the development of the project. The developer shall place the top 18 inches of soil excavated from the eastern portion of the site in the fill area of the proposed driveway area and cap with 12 inches of approved import or on-site soil material. Further Best Management Practices shall be included during the grading of the site and a representative from Silicon Valley Soil Engineering shall be present during the commencement and throughout the grading operation of the site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not listed on the Department of Toxic Substance Control's Hazardous Waste and Substances Site List (Cortese List). The site was historically used for agricultural purposes.

Potential Impact: Less than Significant Impact with Mitigation Incorporated
Mitigation: ***Mitigation Measure Haz-1 (see above)***

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project site is not located within an airport land use plan nor are there any public or private airports within City limits.

Potential Impact: No Impact
Mitigation: None Required

f-g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed project would not interfere with an adopted emergency response or evacuation plans and would be designed to meet all applicable federal, state and local fire safety codes. Emergency vehicle access would be provided throughout the project via private streets designed

in compliance with city Fire Department and Public Works Department standards. Furthermore, the project is not located in an area susceptible to wildland fires. For these reasons, no significant impact to life safety would result from the project, and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

IX. HYDROLOGY AND WATER QUALITY - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Violate any water quality standards or waste discharge requirements?		X			1, 6, 8, 14, 15, 16
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pro-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	1, 6, 8, 14, 15, 16
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X	1, 6, 8, 14, 15, 16
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X		1, 6, 8, 14, 15, 16
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X		1, 6, 8, 14, 15, 16
f.	Otherwise substantially degrade water quality?				X	1, 6, 8, 14, 15, 16
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	N/A
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X	1, 6, 17
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	1, 6, 8, 17
j.	Inundation by seiche, tsunami, or mudflow?				X	1, 6, 8, 17

Environmental Setting:
The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a 1,100 square foot single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to

have no historic significance. The property was historically used for agricultural activities. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees. The site is bounded by a concrete flood channel to the south and also an earthen flood channel to the west.

Regulatory Framework

Federal, state and local regulations that pertain to the proposed project related to hydrology and water quality include:

- City of Fremont General Plan Conservation Chapter (Water Quality)
- California Regional Water Quality Control Board, San Francisco Bay Region, Alameda Countywide NPDES Municipal Stormwater Permit, Order R2-2003-0021, National Pollution Discharge Elimination System Permit No. CAS00229831(NPDES C.3)
- Federal Clean Water Act 1987

Discussion/Conclusion/Mitigation

a-c, f) Would the project violate any water quality standards or waste discharge requirements? Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pro-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? Would the project otherwise substantially degrade water quality?

The proposed development would not violate any water quality standards, deplete groundwater supplies, or substantially degrade water quality. The project would be required to connect to the existing public sanitary sewer and storm drain systems that serve the area, and would obtain its water from the existing public water main serving the site. The Alameda County Water District has confirmed that it is capable of meeting the project's water demands without significantly impacting the District's supplies or its distribution system. Because the project would create in excess of 10,000 square feet of impervious surface area, it would be subject to the NPDES C.3 requirements of the Municipal Regional Stormwater Permit, which regulates the treatment of stormwater runoff on the site. The project as proposed would create an additional 20,300 square feet of impervious surface area on the site, bringing the gross total for the entire site to 35,200 square feet. As such, the applicant would be required to incorporate low impact development (LID) techniques to treat stormwater runoff from all on-site impervious surfaces in bio-retention planters before it is discharged into the public storm drain system. Compliance with the applicable C.3 requirements would ensure that no impacts to water quality would result from the project.

Phase I and II environmental assessments were prepared for the site. The Phase I assessment found no evidence of water, irrigation, oil, injection, or dry wells on the property, nor drains or sumps or chemical storage tanks. Phase II indicated no evidence of Arsenic, Lead, or Mercury metals and OCP's in concentrations which can be harmful to human health including construction/trench workers or the environment associated with the near surface soil material at the subject site identified from our soil sampling services.

Potential Impact: Less than Significant Impact with Mitigation Incorporated
Mitigation: ***Mitigation Measure Haz-1***

The developer shall place the top 18 inches of soil excavated from the eastern portion of the site in the fill area of the proposed driveway area and cap with 12 inches of approved import or on-site soil material. Further Best Management Practices shall be included during the grading of the site and a representative from Silicon Valley Soil Engineering shall be present during the commencement and throughout the grading operation of the site.

d-e) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The proposed project would not substantially alter existing drainage patterns or result in the alteration of the course of any water body. Drainage from the project would be directed into landscape-based treatment areas located throughout the development (see response to questions IX, a-c and f, above), and ultimately discharged into the public storm drain system via a new piped system that would be constructed on the site to serve the building. Therefore, no impact would result.

Potential Impact: Less than Significant
Mitigation: None Required

g-j) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Place within a 100-year flood hazard area structures which would impede or redirect flood flows? Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? Inundation by seiche, tsunami, or mudflow?

The project site is located within Federal Emergency Management Agency Flood Insurance Rate Map (FIRM), Panel No. 06001C0464G, effective August 3, 2009. According to this FIRM, the project site is located within an Unshaded X zone and is, therefore, outside of the 100-year flood zone. The project site is also not situated within a Special Flood Hazard Area or an area that would be subject to inundation as a result of failure of a dam, levee, or reservoir. As such, no impact would result.

Potential Impact: No Impact
Mitigation: None Required

X. LAND USE AND PLANNING - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Physically divide an established community?				X	1, 2, 3, 8
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		1, 2, 3, 8

c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X	1, 2, 3, 8

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used for agricultural activities. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees.

The subject property is designated Residential – Urban, which permits a density range of 30-70 dwelling units per acre in the City's General Plan. The proposed density of the project is 58.1 units per acre, consistent with the General Plan land use designation. The site is bounded by Osgood Road to the east, a flood control channel and two sets of railroad tracks to the west with single-family residences beyond. There are industrial buildings located to the north and east. There is a flood control channel to the south with both single family residences and industrial buildings beyond. Osgood road is a four-lane arterial road with a median island in front of the project site. The proposed development would be accessed via two new driveways located directly off Osgood Road approximately 815 feet north of the intersection of Osgood and Blacow Roads.

Regulatory Framework

State and local regulations that pertain to the proposed project related to land use and planning include:

- City of Fremont General Plan Land Use and Community Character Chapters
- Habitat Conservation Programs, California Department of Fish and Wildlife

Discussion/Conclusion/Mitigation

a-c) Would the project physically divide an established community? Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The surrounding properties are developed with either one- or two-story structures, and primarily designated Residential - Urban, allowing 30-70 dwelling units per acre in the General Plan. There is a row (five) single-family homes located along Osgood Road, south of the subject site that have a General Plan designation of 2.3-8.7 dwelling units per acre; however, these homes are surrounded by land designated Residential – Urban. There are large industrial buildings to the north as well as south of the project site (behind the single-family homes) which are also designed Residential – Urban. The project site and most of the land in the vicinity are located in a Transit Oriented Overlay (TOD) district, which requires a minimum of 50 dwelling units per acre. As previously mentioned, the project site is relatively narrow which necessitated a story building (four residential floors above an at-grade parking garage. The project utilizes the setbacks and design standards of the R-3 zoning district; however, the proposed building at 57-feet, is five feet taller than allowed in a standard R-3 zoning district. The proposed Planned District rezoning of the site would allow flexibility in design standards. The project would provide characteristics of an urban neighborhood in a transit oriented development such as a maximum of 1.5 parking spaces per unit and the use of an automated conveyor parking system; landscaped yards and podium landscaped courtyards; common open space; and a vertical building form. The project features ample setbacks from all of the nearest residences which would minimize visual impacts of the proposed

project on the adjacent dwellings and businesses. As such, the proposed project will not physically divide the neighborhood and would be compatible with surrounding existing development.

The proposed Planned District rezoning will allow for minor deviations from the multifamily zoning standards for private usable common outdoor open space increases in building height. The City Council designated much of the northern portion of Osgood Road as a Transit Oriented Development overlay district because of their proximity to the a planned Irvington BART station that would be located 0.27 mile to the north. The proposed building would be 57 feet in height, which would be five feet above a comparable R-3 multifamily residential zoning district, which the project is modeled after. Because the site is relatively narrow, a stacked vehicle storage conveyor system was necessary in order to provide the required parking for the site. The parking mechanisms raised the ceiling height to 15 feet from a standard 10 foot ceiling. For this reason, the increased building height is appropriate and the proposed deviation would not have an adverse impact on the surrounding land uses.

All proposed zoning district deviations must be approved by the decision-making body through Design Review approval. If the decision-making body finds that the proposed project still meets the intent of the applicable zoning standards, it may make a finding that none of the proposed deviations would have a significant adverse impact on the surrounding neighborhood with no mitigation required.

Development of the site with higher density housing would be consistent with goals and policies outlined in the Land Use, Housing, and Mobility elements of the General Plan related to infill development, and housing near transit or Transit Oriented Development (TOD's). The project would not conflict with any habitat conservation plan or natural community conservation plan.

Potential Impact: Less than Significant
Mitigation: None Required

XI. MINERAL RESOURCES - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	8
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	8

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used for agricultural activities. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees.

Regulatory Framework

State and local regulations that pertain to the proposed project related to mineral resources include:

- City of Fremont General Plan Conservation Chapter
- Surface Mining and Reclamation Act (SMARA) 1975, California Department of Conservation

Discussion/Conclusion/Mitigation

a-b) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

According to local and state mineral resources maps, there are no known mineral resources of importance to the state or region on the site or within the surrounding area. Therefore, no impact potentially significant impacts would result.

Potential Impact: No Impact
Mitigation: None Required

XII. NOISE - Would the project result in:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X			1, 3, 9
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X			1, 3, 9
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X	1, 3, 9
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X			1, 3, 9
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	N/A
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	N/A

Environmental Setting

The project site is bounded by Osgood Road, a four lane arterial, to the east, and an active railway line to the west, which includes an existing Union Pacific Railroad (UPRR) track and two future BART tracks (currently under construction). The site is generally flat, with the railway right-of-way and tracks at a higher elevation in the project vicinity. The existing UPRR track and newly constructed BART tracks are located approximately 200 and 120-feet from the planned building, respectively. The UPRR track is outside of the City's 150-foot guideline for buildings in the vicinity of railroad tracks that would require a vibration assessment. Outdoor use space is provided via courtyards and small private decks.

Regulatory Framework

State and local regulations that pertain to the proposed project related to noise include:

- City of Fremont General Plan Safety Chapter (Noise and Vibration)
- City of Fremont Municipal Code
- California Building Code

Discussion/Conclusion/Mitigation

a-c) Would the project exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Would the project exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Would a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

. The General Plan goal for maximum acceptable exterior noise levels in residential areas is an Ldn of 60 dB(A). This is applied where outdoor use is a major consideration. The City Council also has discretion to allow an outdoor standard of 65 dB(A) in instances where 60 dB(A) cannot be achieved with feasible mitigation. The General Plan also stipulates that the outdoor standard would not normally be applied to small balconies associated with multi-family housing.
General Plan policy for indoor noise levels stipulates levels should not exceed an Ldn of 45 dB(A) in new housing units.

A project noise study was completed by an acoustical consultant, Charles M. Salter Associates. Estimated future noise levels were found to reach an Ldn of 74 dB(A) for the proposed units closest to Osgood Road an Ldn of 71 for the proposed units closest to the Union Pacific Railroad and BART rail lines, and DNL of 63 dB in the courtyards on the north side of the building. These levels fall into the conditionally acceptable category for land compatibility.

Preliminary recommendations were included in the noise study to mitigate interior noise levels to an acceptable level, including installing windows and doors with sound insulation ratings in the range of Sound Transmission Class (STC) of 32 to 34 in units closest to Osgood Road and an STC of 32 to 36 for units closest to the Union Pacific Rail Road and BART rail lines and an STC of 28 to 30 for units on the north and south facing sides of the building. To mitigate exterior noise levels exceeding an acceptable Ldn of 65 dB(A), a 3-foot, six-inch tall solid railing would be required in the three courtyards along the north side of the building.

Estimated future vibration levels from the Union Pacific and BART rail lines were estimated to reach up to 72 VdB on the west side of the building. The threshold for VdB is 72 for frequent events (more than 70 trains per day). No mitigation would be required for vibration.

Potential Impact: Potentially Significant Unless Mitigated
Mitigation Measure Noise-1: *The project shall include the installation of windows and doors with sound insulation ratings in the range of Sound Transmission Class (STC) of 32 to 34 in units closest to Osgood Road and an STC of 32 to 36 for units closest to the Union Pacific Rail Road and BART rail lines and an STC of 28 to 30 for units on the north and south facing sides of the building.*

To mitigate exterior noise levels exceeding an acceptable Ldn of 65 dB(A), a 3-foot, six-inch tall solid railing shall be required in the three courtyards along the north edge of the building.

Mitigation Measure Noise-2: *Prior to approval of final map and issuance of building permits for the construction of homes, the applicant shall retain the services of an acoustical consultant to verify adherence to the preliminary noise recommendations of the November 5, 2014 "Osgood Residences Environmental Noise and Ground-Bourne Vibration Assessment" prepared by Charles M. Slater Associates, Inc. and include final acoustic and vibration specifications for review by the Community Development Department of the City of Fremont during building permit plan check.*

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Development of the project would result in a temporary increase in noise levels during daylight hours, particularly from diesel-powered earth-moving equipment and other heavy machinery. All construction-related activities would be required to comply with the noise standards contained in the City of Fremont's Municipal Code which limits such activities to certain times of the day and week to reduce noise impacts on any sensitive receptors such as residences, schools or senior care facilities within earshot of the construction site. In this case, these restrictions are:

Monday-Friday: 7 a.m. to 7 p.m.
Saturdays and Holidays: 9 a.m. to 6 p.m.
Sundays: No construction activities allowed.

These construction hours apply to all development located within 500-feet of a sensitive receptor, and are designed to limit construction activities primarily to daylight hours when most residents are awake, and other noise sources such as vehicular traffic, lawn mowers, leaf blowers and air traffic are also occurring. Enforcement of these restrictions will reduce noise impacts from the construction of the project to a less-than-significant level; therefore, no mitigation is required.

Potential Impact: Less than Significant
Mitigation: None Required

e-f) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

There are no public or private airports located in the City or vicinity.

Potential Impact: No Impact
Mitigation: None Required

XIII. POPULATION AND HOUSING - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	1, 2, 4
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	1, 2, 4
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	1, 2, 4

Environmental Setting

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used for agricultural activities. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees.

The site is bounded by Osgood Road to the east, a flood control channel and two sets of railroad tracks to the west with single-family residences beyond. There are industrial buildings located to the north and east. There is a concrete flood control channel to the south with five single family residences and industrial buildings beyond. Osgood Road is a four-lane arterial road with a median island in front of the project site. The proposed development would be accessed via two new driveways that would be located directly off Osgood Road approximately 815 feet north of the intersection of Osgood and Blacow Roads.

Regulatory Framework

Local regulations that pertain to the proposed project related to population and housing include:

- City of Fremont General Plan Land Use and Housing Chapters (referencing City Housing Element, July 2009)

Discussion/Conclusion/Mitigation

a-c) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project is consistent with the residential density prescribed for the project site by the City's General Plan. The site has been planned for higher density housing near transit and was identified as such in the land inventory of the 2009 Housing Element. Nominal growth as a result of the project was anticipated by the 2010 General Plan and analyzed in the EIR. As such, it will not result in unanticipated growth in an area of the City where residential growth has not already been planned for. In addition, the project site is primarily surrounded by existing industrial buildings as well as a few single-family residences on the south side of the project site and will therefore not require the extension of new infrastructure.

Furthermore, the site currently contains only one occupied single-family dwelling that would be removed. As such, the project would not have a significant impact on the area's existing population or housing stock and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

XIV. PUBLIC SERVICES:

ISSUES:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?				X	1, 10
Police protection?				X	1, 10
Schools?				X	1, 10
Parks?				X	1, 10
Other public facilities?				X	1, 10

Existing Conditions

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used for agricultural activities. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees. The project site and area surrounding the site are already urbanized and developed with a mix of industrial and residential uses. The site is located in an area that would be transitioned from an industrial area to a residential area near transit (Transit Oriented Development).

Regulatory Framework

Local regulations that pertain to the proposed project related to public services include:

- City of Fremont General Plan Public Facilities Chapter
- City of Fremont Municipal Code

Discussion/Conclusion/Mitigation

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire, police, schools, parks or other public facilities?

On September 3, 1991, the City Council passed resolutions implementing the levying of Development Impact Fees for all new development within the City of Fremont. These fees are required of any new development for which a building permit is issued on or after December 1, 1991. The concept of the impact fee program is to fund and sustain improvements that are needed as a result of new development as stated in the General Plan and other policy documents within the fee program. Development Impact Fees fall into the following categories: Traffic Impact Fees, Park Dedication and Park Facilities In-Lieu Fees, Capital Facilities Fees, and Fire Service Fees.

The proposed development is located in an area of the City where public facilities and services needed to serve the project are already in place. The applicable Development Impact Fees that

would be collected in the amounts required for each type of public service would be sufficient to continue to offset the project's impacts to those services. As such, no impacts to public facilities or services would result, and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

XV. RECREATION:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		1, 2, 3, 12
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		1, A

Existing Conditions

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure was analyzed and determined to have no historic significance. The property was historically used for agricultural activities. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees.

Regulatory Framework

Local regulations that pertain to the proposed project related to recreation include:

- City of Fremont General Plan Parks and Recreation Chapter

Discussion/Conclusion/Mitigation

a-b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Construction of the proposed residential development could result in an increase in demand for local and regional park and recreation facilities; however payment of the required in-lieu park dedication and park facility fees for new residential development as described in Section XIV, Public Services, above, would offset the increased demand in accordance with applicable City ordinances and reduce the impacts to such facilities to a less-than-significant level. Furthermore, the proposal will not require the construction or expansion of new facilities, only the payment of in-lieu park dedication fees in accordance with the applicable City ordinances.

Potential Impact: Less than Significant
Mitigation: None Required

XVI. TRANSPORTATION/TRAFFIC - Would the project:

	ISSUES:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X		1, 7, H
b.	Conflict with an applicable congestion management program, including, but not limited to a level of service standard standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		1, 7, H
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	1, 7, H
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	1, 7, H
e.	Result in inadequate emergency access?				X	1, 6, 7, H
f.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X	1, 7, H

Existing Conditions

The project site is located 0.38 mile south of the intersection of Washington Boulevard and Osgood Road. The north-bound segment of Osgood Road adjacent to the project site currently has an average daily traffic volume of 10,052 vehicles.

Regulatory Framework

Local regulations that pertain to the proposed project related to transportation/traffic include:

- City of Fremont General Plan Mobility Chapter

Discussion/Conclusion/Mitigation

a-b) Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Would the project conflict with an applicable congestion management program, including, but not limited to a level of service standard standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Based on the proposed development of 93 new residential condominiums, the project is estimated to generate 540 total daily weekday trips, 41 AM peak hour trips and 48 PM peak hour trips (reference: Land Use Codes #230 Condominium/Townhomes from ITE Trip Generation Handbook, 9th Edition). Daily trip generation rates and PM peak hour trip generation rates are the two primary regulating factors in determining if significant impacts would occur as a result of a

development project. The project is estimated to contribute to a net increase of 40 new AM peak hour trips and 47 net new PM peak hour trips, which is estimated to result in a less than significant impact to the existing roadway. The project's PM peak hour trip generation is below the 100 new PM peak hour trips that would require additional traffic impact analysis. The segment of Osgood Road adjacent to the project site currently has an average daily traffic volume of 10,052 vehicles with average AM and PM peak hour volumes of 410 vehicles and 792 vehicles, respectively. In this case, the net increase in daily trips generated by the proposed project represents a less than a 5.4 percent increase in total daily trips and less than 10 percent increase in total AM and PM peak hour trips. This percentage increase would not significantly impact the traffic operations along Osgood Road.

The proposed residential project is consistent with the underlying General Plan land use designation and density requirements prescribed by the designation. Traffic impacts resulting from development of the site under the existing residential General Plan designation were analyzed in the General Plan Update EIR in 2011. The addition of project traffic would not cause level of service at nearby intersections to deteriorate beyond the level of service analyzed in the General Plan EIR.

Potential Impact: Less than Significant
Mitigation: None Required

c-d) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would not have an impact on air traffic patterns as there are no airports in Fremont. The design of the proposed project, including driveway entrance from Osgood Road and all internal driveways, would be consistent with City development standards. Vehicular access to the project site would be provided via two driveways to the site off Osgood Road which would be designed to City standards for traffic safety and accessibility purposes. Thus, no impacts would result and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

e-f) Would the project result in inadequate emergency access? Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Emergency vehicle access would be provided to project in the form of a recorded emergency vehicle access easement (EVAE) benefiting the City's Fire Department. No sharp curves or dangerous intersections would be created by the project, as the driveways leading from Osgood Road and all or bends would be designed in accordance with the City's standard details. Furthermore, the proposal does not feature any other unusual design elements that could pose a substantial safety hazard to vehicular or bicycle traffic or pedestrians. The project would also not conflict with any plans, policies or programs supporting alternative transportation in that it would not obstruct or otherwise impact any transit stops or bicycle lanes.

Potential Impact: No Impact
Mitigation: None Required

XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	10, agency notice
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	10, agency notice
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	10, agency notice
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X	10, agency notice
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X	10, agency notice
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X	10, 24
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				X	10, 24

Existing Conditions

The project site is located at 42111 and 42183 Osgood Road and consists of two parcels totaling 1.6 acres. The vacant north parcel (1.26 acres) contained a pallet storage yard. The south parcel (0.34 acre) contains a single-family dwelling, a detached workshop and shed, which would be removed. The house was constructed in 1952; however, the structure has no historic significance. The property was historically used for agricultural activities. Currently, the majority of the project site is fallow soil. There are 12 trees located on the site, including four fruit trees. The site is located in an area that will be transitioned from primarily industrial uses to area with higher density residential uses. Public utilities and services needed to serve the project are already located underground within the Osgood Road public right-of-way.

Regulatory Framework

Local regulations that pertain to the proposed project related to utilities and service systems include:

- City of Fremont General Plan Public Facilities Chapter
- City of Fremont Municipal Code

Discussion/Conclusion/Mitigation

a-e) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Would the project have sufficient water supplies available to serve the project from existing

entitlements and resources, or are new or expanded entitlements needed? Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project would connect to existing water; sewer and storm drain lines located in Osgood Road which already serve the area. The utility companies that would provide utility services to the proposed subdivision were notified of the project and did not indicate that it would generate an increase in wastewater or stormwater runoff levels that could exceed the capacity of the sewer and storm drain lines serving the property or require excessive amounts of water that could not be provided by the existing water main serving the area. As such, the existing sewer, storm drain, and water lines serving the area need not be expanded to accommodate the proposed development and impacts to utilities would be less than significant.

Potential Impact: Less than Significant
Mitigation: None Required

f-g) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The project would be served by the City's franchised waste hauler agreement in compliance with applicable standards for conventional residential waste products and recyclables. The agreement provides landfill capacity for anticipated residential growth in accordance with the City's General Plan. Since the proposed project is consistent with the General Plan, no impacts to solid waste disposal services would result and no mitigation is required.

Potential Impact: No Impact
Mitigation: None Required

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

ISSUES:		*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Information Sources*
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X	See Previous
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X	See Previous
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		See Previous

Discussion/Conclusion/Mitigation

The above discussion adequately addresses all potential impacts the proposed project may have on the environment. This initial study has found that the proposed project would not have the potential to degrade the quality of the environment. The implementation of the identified mitigation measures listed in Section XIX, below, combined with the project conditions of approval, would reduce all impacts the project may have to a less-than-significant level.

XIX. MITIGATION MEASURES:

Mitigation Measure Air-1: *Prior to the issuance of a grading and/or building permit, whichever occurs first, the following best management practices shall be included in a dust control plan to limit particulate matter (dust emissions) and noted on construction plans along with the contact information for a designated crewmember responsible for the on-site implementation of the plan:*

1. *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice per day.*
2. *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
3. *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
4. *All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.*
5. *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
6. *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.*
7. *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
8. *Post a publicly visible sign with the telephone number and person to contact at the City of Fremont regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations*.

Mitigation Measure Bio-1: *To mitigate any potential impact to future occupation of the site by burrowing owls, the following measures shall be shall be incorporated into the project conditions of approval and written into the construction drawings:*

a) *No more than 30 days prior to the start of construction activity, a focused survey for burrowing owls shall be conducted by a qualified biologist, in accordance with the most recent version of the California Department of Fish and Game (CDFG) protocol to identify active burrows on and within 250 feet of all construction and staging areas. The preconstruction surveys shall be conducted regardless of the time of year in which construction occurs. If there is a gap of more than 30 days in project activity in an undisturbed construction area, the area shall be re-surveyed prior to the recommencement of activity. Prior to the commencement of construction after the survey, a written verification by the biologist of the survey result shall be submitted to the City. If no occupied burrows are found in the survey area, no further action is necessary.*

b) *In addition to preconstruction surveys, the contractor, in consultation with a biologist, shall provide an educational presentation for job site construction workers that explains and identifies burrowing owl considerations so as to avoid other accidental incidents when a biologist is not present. Written*

verification of participation in an educational program shall be provided by the biologist prior to initial commencement of work on the site and signs or posters shall be maintained on site in a prominent location visible to workers that identify burrowing owls.

c) *If occupied burrows are found in the survey area, on-site passive relocation techniques (e.g., one-way doors) may be used to encourage owls to move to alternative burrows outside of the impact area. Notification shall be given to the City upon discovery. A protection plan shall be prepared by the biologist and submitted for City review. Relocation or disturbance of owls cannot occur during the nesting season (April through August). A qualified biologist may verify through non-invasive methods that the burrow is no longer occupied and prevention measures may then be incorporated to prevent reoccupation during the nesting season.*

d) *If a burrow is occupied during the nesting season, impacts shall be avoided by establishing a 250 foot buffer around the burrow where no activity shall occur. The size of the buffer area may be adjusted if a qualified biologist determines it would not be likely to have adverse effects on the burrow. No project activity shall commence within the buffer area until the nesting season has ended, or a qualified biologist confirms that the burrow is no longer occupied or that the young have fledged.*

Mitigation Measure Bio-2: *If project-related activities are scheduled to occur during the nesting season (February 1 through August 31 for protected raptors and migratory birds), a focused survey of the work area for active nests of such birds shall be conducted by a qualified biologist within 15 days prior to the beginning of any project-related activities. If a lapse in the project-related work of 15 days or longer occurs during the nesting season, another focused survey will be required before project work can be reinitiated. If an active nest is found, the applicant/developer shall establish a buffer area that surrounds the nest location. The width of the buffer shall be determined by the survey biologist and shall be dependent on the location of the nest and the affected species. No project-related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the City of Fremont Planning Manager upon receipt of the biologist's recommendation.*

Mitigation Measure Cult-1: *If any archaeological or paleontological resources or human remains are encountered during grading or site disturbance, the following measures shall be implemented:*
All work shall cease within a 200-foot radius of the discovery until it can be evaluated by a qualified archaeologist. Work shall not continue until the archaeologist conducts sufficient research and data collection to make a determination as to the significance of the resource. If the resource is determined to be significant and mitigation is required, the first priority shall be avoidance and preservation of the resource. If avoidance is not feasible, an alternative archaeological management plan shall be prepared that may include excavation. If human remains are discovered, the Alameda County Coroner's office shall be notified as required by state law. All excavation and monitoring activities shall be conducted in accordance with the prevailing professional standards, as outlined in the CEQA Guidelines and by the California Office of Historic Preservation.

Mitigation Measure Haz/Water-1: *The developer shall place the top 18 inches of soil excavated from the eastern portion of the site in the fill area of the proposed driveway area and cap with 12 inches of approved import or on-site soil material. Further Best Management Practices shall be included during the grading of the site and a representative from Silicon Valley Soil Engineering shall be present during the commencement and throughout the grading operation of the site.*

Mitigation Measure Noise-1: *The project shall include the installation of windows and doors with sound insulation ratings in the range of Sound Transmission Class (STC) of 32 to 34 in units closest to Osgood*

Road and an STC of 32 to 36 for units closest to the Union Pacific Rail Road and BART rail lines and an STC of 28 to 30 for units on the north and south facing sides of the building.

To mitigate exterior noise levels exceeding an acceptable Ldn of 65 dB(A), a 3-foot, six-inch tall solid railing shall be required in the three courtyards along the north edge of the building.

Mitigation Measure Noise-2: *Prior to approval of final map and issuance of building permits for the construction of homes, the applicant shall retain the services of an acoustical consultant to verify adherence to the preliminary noise recommendations of the November 5, 2014 "Osgood Residences Environmental Noise and Ground-Bourne Vibration Assessment" prepared by Charles M. Slater Associates, Inc. and include final acoustic and vibration specifications for review by the Community Development Department of the City of Fremont during building permit plan check.*

GENERAL SOURCE REFERENCES:

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, memorandums and letters are on file with the City of Fremont Department of Community Development. References to publications prepared by federal or state agencies may be found with the agency responsible for providing such information.

1. Existing land use.
2. City of Fremont General Plan (Land Use Element Text and Maps)
3. City of Fremont Municipal Code Title 18, Planning and Zoning (including Tree Preservation Ordinance)
4. City of Fremont General Plan (Certified 2009 Housing Element)
5. Alquist-Priolo Earthquake Fault Zoning Act and City of Fremont General Plan (Safety Element)
6. City of Fremont General Plan (Safety Element)
7. City of Fremont General Plan (Mobility Element)
8. City of Fremont General Plan (Conservation Element, including Biological Resources, Water Resources, Land Resources, Air Quality, Energy Conservation and Renewable Energy)
9. City of Fremont General Plan (Safety Element, subsection Noise & Vibration)
10. City of Fremont General Plan (Public Facilities Element)
11. City of Fremont General Plan (Community Character Element)
12. City of Fremont General Plan (Parks and Recreation Element)
13. City of Fremont General Plan (Community Plans Element, Measure T)
14. RWQCB National Pollutant Discharge Elimination System (NPDES) Municipal Permit October 2009
15. RWQCB, Construction Stormwater General Permit, September 2009
16. Alameda Countywide Clean Water Program Hydromodification Susceptibility Map 2007
17. Flood Insurance Rate Map (FEMA online) and City of Fremont General Plan (Safety Element)
18. Hazardous Waste & Substances Sites List, consolidated by the State Department of Toxic Substances Control, Office of Environmental Information Management, by Ca./EPA, pursuant to Government Code Section 65962.5 (accessed online)
19. Department of Conservation Important Farmland Map 2010
20. City of Fremont Agricultural Preserves Lands Under Contract (2007 Map and List)
21. Bay Area Air Quality Management District: Clean Air Plan (Bay Area Ozone Strategy 2010)
22. CARB Scoping Plan December 2008
23. City of Fremont Greenhouse Gas Emissions Inventory 2005
24. City of Fremont Municipal Code Title 8, Health and Safety (e.g. solid waste, hazardous materials, etc.)
25. City of Fremont Municipal Code Title 12, Streets, Sidewalks & Public Property
26. City of Fremont Municipal Code Title 15, Building Regulations
27. City of Fremont Wireless Telecommunications Ordinance
28. Fremont Register of Historic Resources and Inventory of Potential Historic Resources
29. Local Cultural Resource Maps (CHRIS)
30. Fremont High Fire Severity Zone Map

PROJECT RELATED REFERENCES:

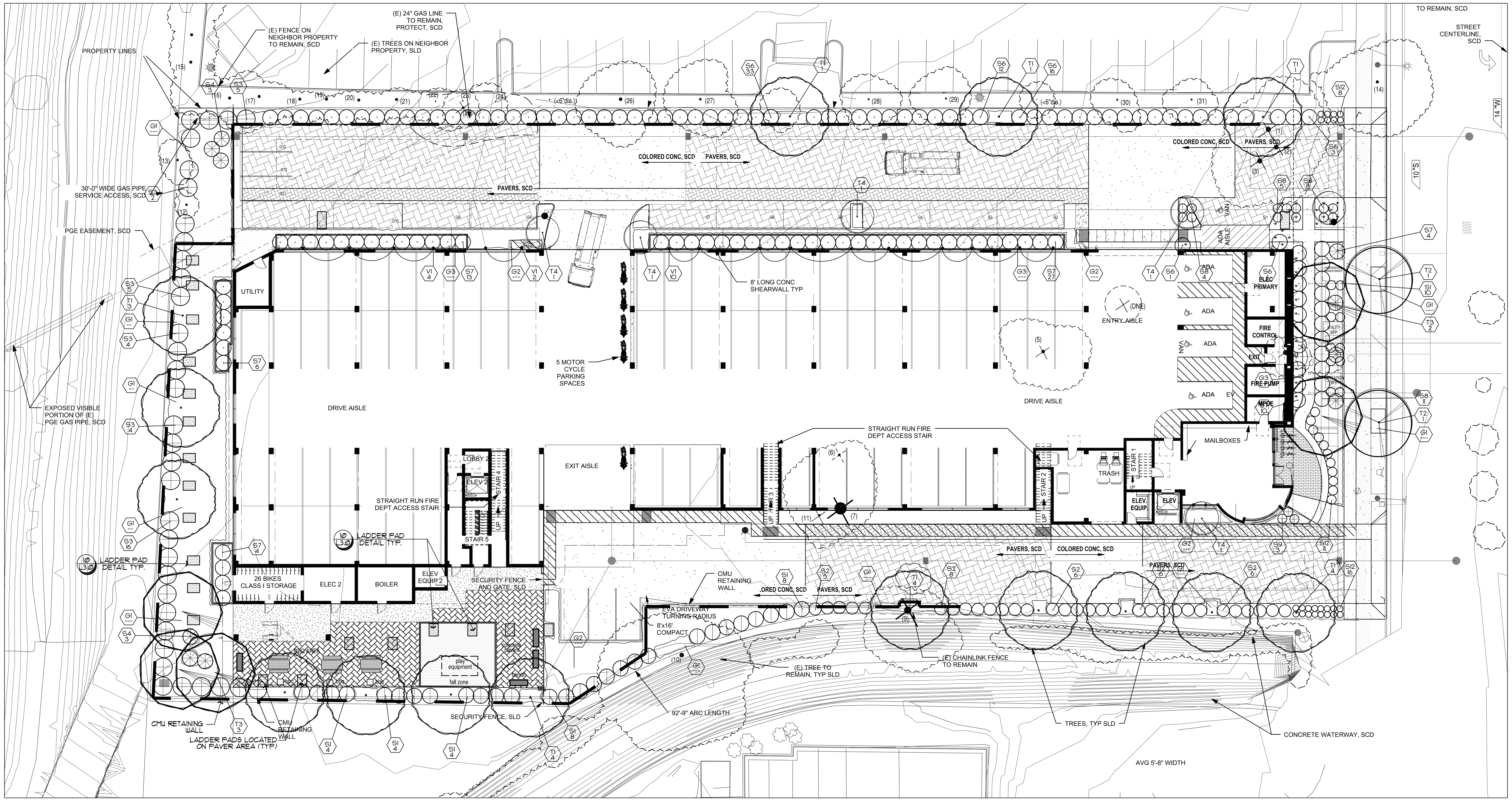
A. Project Plans prepared by Silicon Sage, dated October 2014

B. Site reconnaissance visit by City Planning staff, November 2014

C. Tree Inventory Report prepared by Wood Rodgers, dated December 2014

D. Phase 1 Environmental Site Assessments prepared by Piers Environmental Services, dated June 3, 2014

E. Phase 2 Environmental Site Assessments prepared by Silicon Valley Soil Engineering, dated December 11, 2014

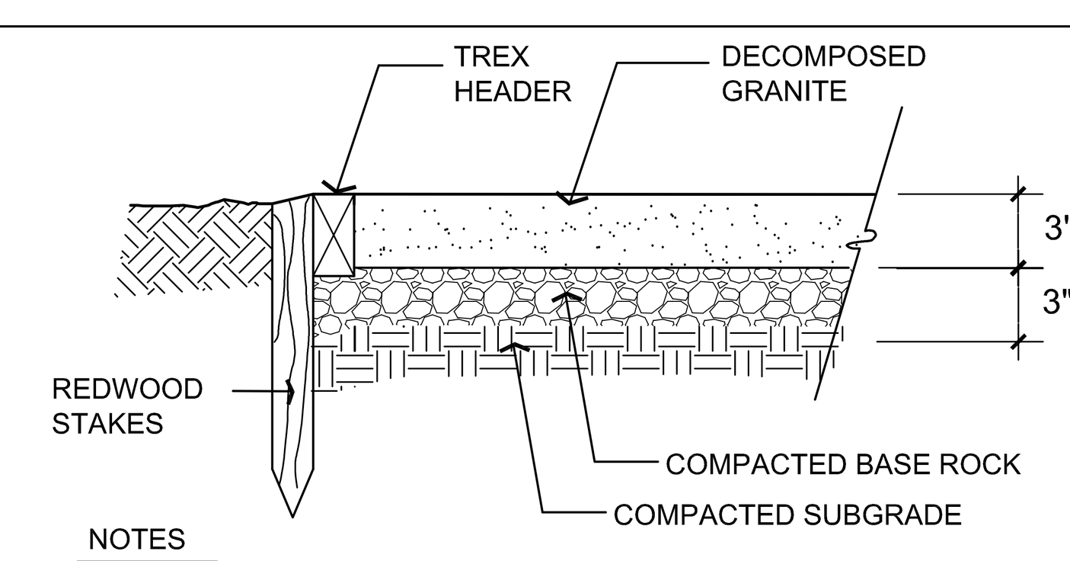


PLAY EQUIPMENT

PLANT NOTES:

1. THE CONTRACTOR SHALL VERIFY PLANT QUANTITIES FROM THE PLANTING PLAN. QUANTITIES SHOWN IN THE LEGEND ARE FOR CONVENIENCE ONLY.
2. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IN THE EVENT OF ANY DISCREPANCIES BETWEEN ACTUAL SITE CONDITIONS AND THE PLANTING PLAN.
3. PLANT GROUNDCOVER IN SHRUB AREAS AS NOTED, USE TRIANGULAR SPACING.
4. SEE DETAIL AND SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION.
5. THERE WILL BE NO MATERIALS OR PLANT MATERIALS SUBSTITUTIONS WITHOUT APPROVAL OF THE OWNER OR THE LANDSCAPE ARCHITECT.
6. ALL SLOPES PLANTED WITH LAWN NOT TO EXCEED A 4:1 SLOPE. ALL SLOPES PLANTED WITH GROUND COVER NOT TO EXCEED A 2:1 SLOPE.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS (2% MIN.)
8. IN THE EVENT OF ANY DISCREPANCIES BETWEEN THIS PLAN AND ACTUAL SITE CONDITIONS, THE LANDSCAPE ARCHITECT IS TO BE NOTIFIED IMMEDIATELY.
9. ENTIRE SITE IS TO BE ROUGH GRADED BY THE GRADING CONTRACTOR TO WITHIN 1/10 FOOT OF FINISH GRADE. LANDSCAPE CONTRACTOR IS TO FINE GRADE ALL LANDSCAPE AREAS.
10. ALL SITE UTILITIES ARE TO BE PROTECTED DURING CONSTRUCTION. IN THE EVENT OF CONFLICT BETWEEN THE PLANS AND UTILITIES THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT. ANY DAMAGE TO UTILITIES, STRUCTURES, OR OTHER FEATURES TO REMAIN, AND CAUSED BY THE LANDSCAPE CONTRACTOR SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
11. THE WORK IN THESE DRAWINGS AND SPECIFICATIONS MY RUN CONCURRENTLY WITH WORK BY OTHERS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE THE WORK WITH OTHER CONTRACTORS.
12. REFER TO CIVIL ENGINEER'S PLANS FOR OVERALL SITE GRADING AND DRAINAGE.
13. PRIOR TO ANY DIGGING OR TRENCHING, CALL UNDERGROUND SERVICE ALERT - 1.800.227.2600

LADDER PAD DETAIL



NOTES

1. DG. TO BE "CALIFORNIA GOLD FINES".
2. MIX D.G. WITH STABILIZER POLYMER AT THE RATE OF 1 LB. PER 7 SQ. FT OF DECOMPOSED GRANITE. FOLLOW MANUFACTURERS SPECIFICATIONS ON INSTALLATION. STABILIZER PHONE# 1-800-336-2468.
3. STAKES TO BE REWOOD 2X3X18" 4'-O" 0.C.

PLANT LIST:

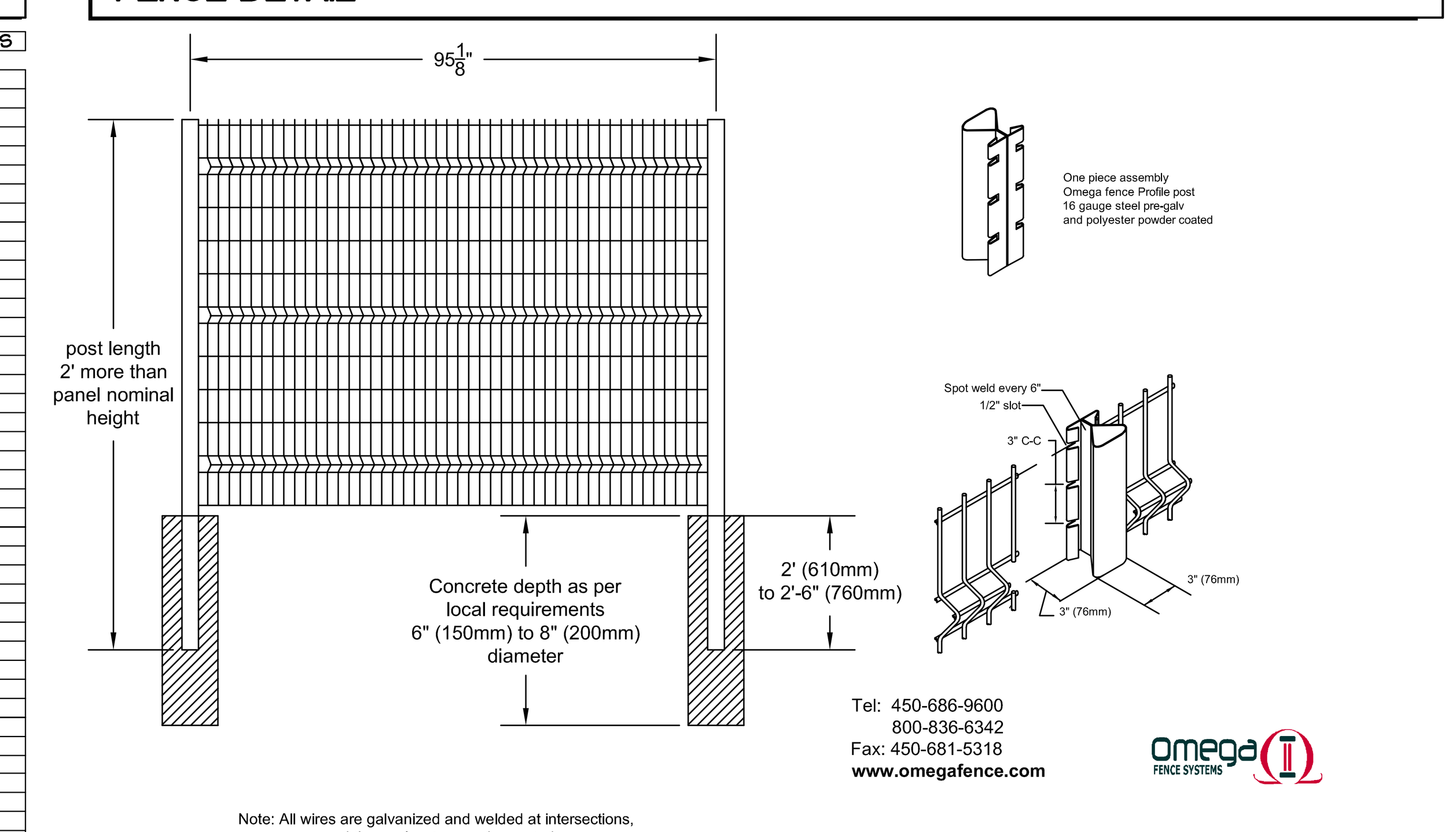
KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	SPACING	WUCOLS
	TREES						
T1	LOPHOSTEMON CONFERTUS	BRISBANE BOX	--	15 GAL	STANDARD		MEDIUM
T2	PYRUS C. 'CHANTICLEER'	FLOWERING PEAR	--	24"BOX	STANDARD		MEDIUM
T3	TRISTANIOPSIS LAURINA	WATER GUM	--	24"BOX	MULTI-TRUNK		MEDIUM
T4	PODOCARPUS MACROPHYLLUS	YEW PINE	--	15 GAL	COLUMNAR		MEDIUM
T5	JUNIPERUS S. 'SKYROCKET'	SKYROCKET JUNIPER	--	15 GAL	COLUMNAR		LOW
	SHRUBS						
S1	ESCALLONIA X. 'FRADESII'	ESCALLONIA	--	5 GAL		60" O.C.	MEDIUM
S2	RHAPHIOLEPIS U. 'MINOR'	YEDDOW HAWTHORNE	--	5 GAL		48" O.C.	LOW
S3	PITTOSPORUM T. 'MARJORIE CHANNON'	VARIEGATED KOHUHU	--	5 GAL		60" O.C.	LOW
S4	PHORMIUM 'MAORI QUEEN'	NEW ZEALAND FLAX	--	5 GAL		48" O.C.	LOW
S5	PENNISETUM A. 'HAMLN'	DWARF FOUNTAIN GRASS	--	5 GAL		36" O.C.	LOW
S6	PITTOSPORUM T. 'VARIEGATA'	MOCK ORANGE	--	5 GAL		60" O.C.	LOW
S7	CHONDROPETALUM TECTORUM	CAPE WEED	--	5 GAL		36" O.C.	LOW
S8	NANDINA D. 'PLUM PASSION'	HEAVENLY BAMBOO	--	5 GAL		36" O.C.	LOW
S9	STRELITZIA REGINAE	BIRD OF PARADISE	--	5 GAL		36" O.C.	MEDIUM
S10	PENNISETUM A. 'HAMLN'	DWARF FOUNTAIN GRASS	--	5 GAL		36" O.C.	LOW
S11	CAREX TUMULICOLA	BERKELEY SEDGE	--	1 GAL		36" O.C.	LOW
S12	LAVANDULA S. 'KEW RED'	LAVENDER	--	1 GAL		24" O.C.	LOW
	GROUND COVERS						
G1	ROSMARINUS O. 'PROSTRATA'	PROSTRATE ROSEMARY	--	1 GAL		36" O.C.	LOW
G2	TRACHELOSPERMUM ASIATICUM	ASIATIC JASMINE	---	1 GAL		24" O.C.	MEDIUM
G3	NATIVE BIOFILTRATION SOD	BY DELTA BLUEGRASS CO.	---	SOD		---	LOW
	NASSELLA PULCHARA	PURPLE NEEDLEGRASS					
	FESTUCA RUBRA	MOLATE FESCUE					
	HORDEUM BRACHYANHERUM CALIFORNICUM	CALIFORNIA BARLEY					
	HORDEUM BRACHYANTHERUM BRACHYANTHERUM	CALIFORNIA BARLEY					
	VINES						
V1	FICUS REPENS	CREEPING FIG	--	1 GAL		48" O.C.	MEDIUM

CITY NOTES:

ALL ABOVE-GROUND UTILITIES SHALL BE SCREENED WITH A CONTINUOUS EVERGREEN (NON-SEASONAL), 3' MINIMUM HEIGHT HEDGE, 5 GALLON MINIMUM PLANT SIZE.

PROTECTED TREES PERMIT REMOVAL SHOULD BE OBTAIN BY DIRECT CONTRACTOR.

FENCE DETAIL



Tel: 450-686-9600
800-836-6342
Fax: 450-681-5318
www.omegafence.com

Note: All wires are galvanized and welded at intersections, and then polyester powder coated

PLANT SYMBOLS

SXX / XX — INDICATES PLANT KEY; INDICATES PLANT QUANTITY

EXISTING TREE TO REMAIN

EXISTING TREE TO BE REMOVED

0 08 16 32
Scale 1" = 16 ft
Sheet size = 42"x30"

800-227-2600 CALL BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

NOT FOR BID

SILICONSAGE BUILDERS
3255-2 Scott Blvd.
Suite 101
Santa Clara, CA 95054
Tel: (408) 916-3205
Fax: (408) 228-6111
www.siliconsagebuilders.com

REED ASSOCIATES
LANDSCAPE ARCHITECTURE
477 SOUTH TAAFFE STREET
SUNNYVALE, CALIFORNIA 94086
408.481-9020 / 408.481-9022 FAX
web: www.rala.net / email: paul@rala.net

PERMIT APPLICATIONS:
BUILDING PERMIT #:
ENCROACHMENT PERMIT #:

OSGOOD RESIDENCES

42111, 42183 OSGOOD ROAD, FREMONT, CA 94539

REGISTERED LANDSCAPE ARCHITECT
PAUL JAY REED
No. 2002
EXP. 9/30/15
STATE OF CALIFORNIA

PROJECT NUMBER:	1302
DRAWN:	ds
CHECKED:	pjr

ISSUE / REVISION:

03/04/2014	BUILDING PERMIT SUBMITTAL
12/11/2014	BUILDING PERMIT SUBMITTAL
2/11/2015	E-PALM REMOVED/TREE ADDED

Planning Review Process

02.12.2015

GROUND FLOOR LANDSCAPE PLANTING PLAN

L1.0